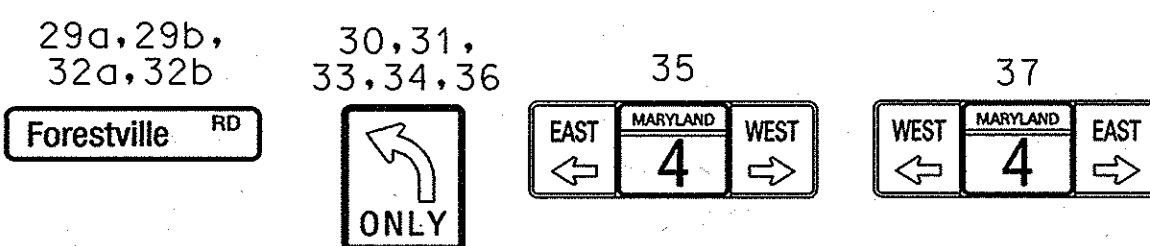
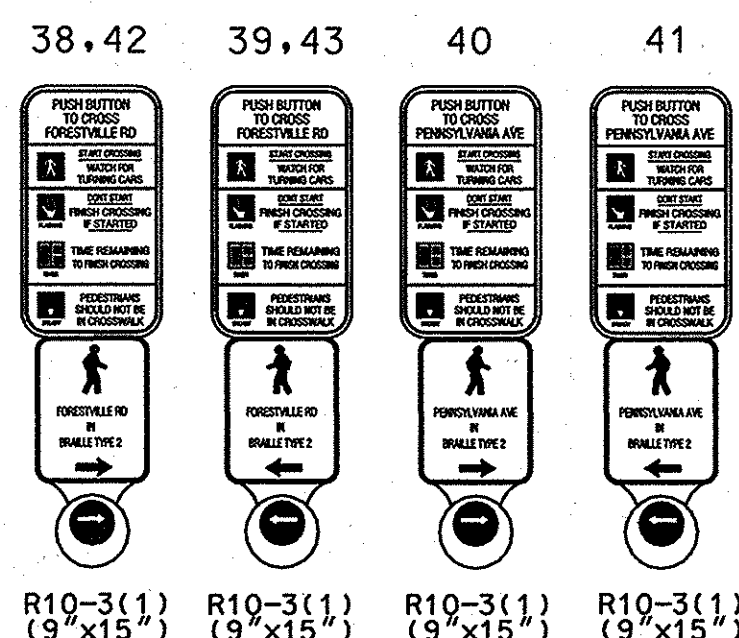


MD 4 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

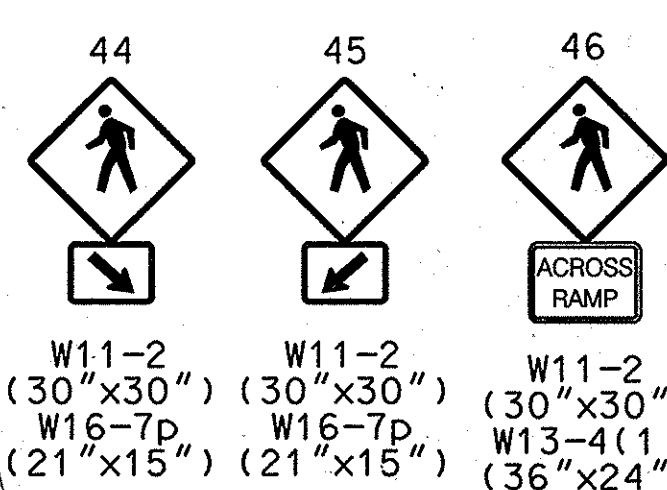
# EXISTING SIGNS TO REMAIN



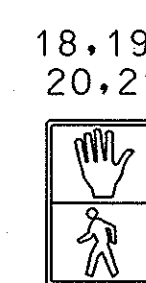
# PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN



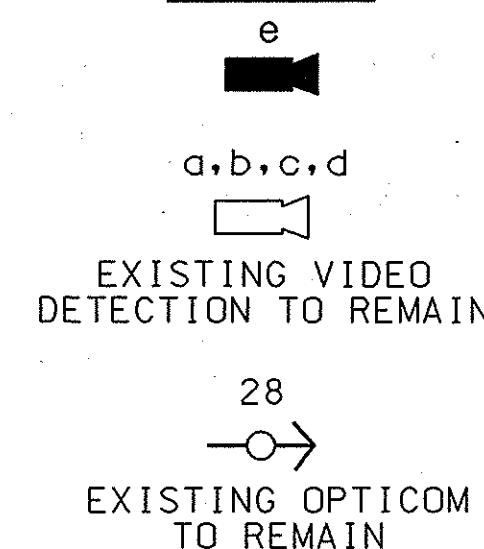
# PROPOSED SIGNS



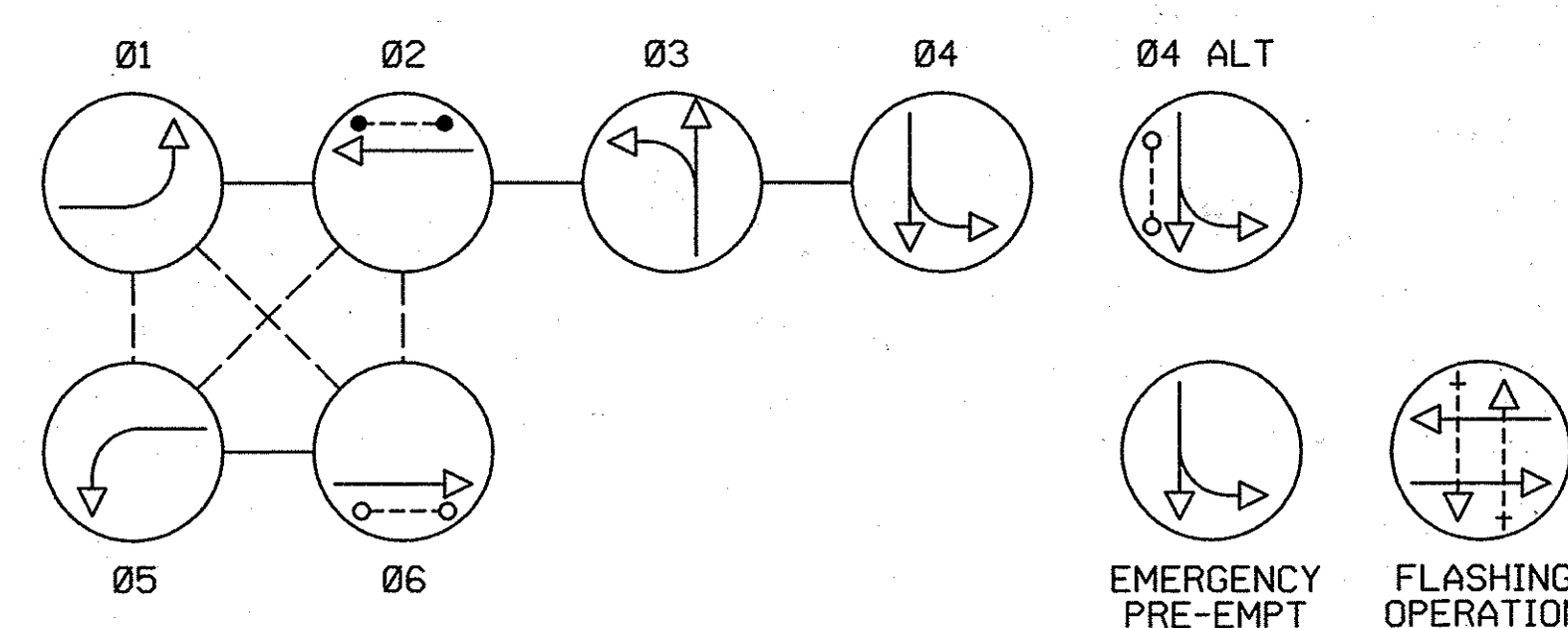
# EXISTING SIGNALS TO BE REMOVED



# PROPOSED VIDEO DETECTION

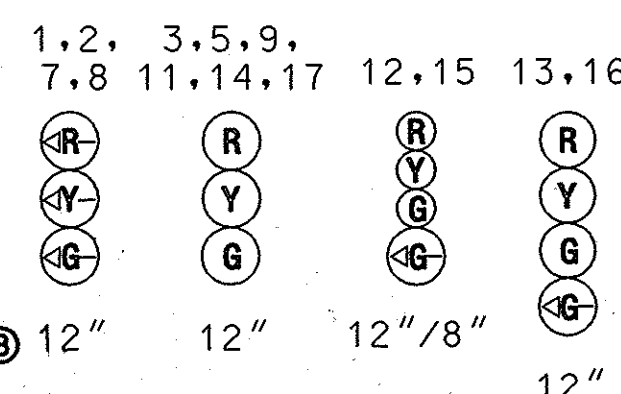


# NEMA PHASING

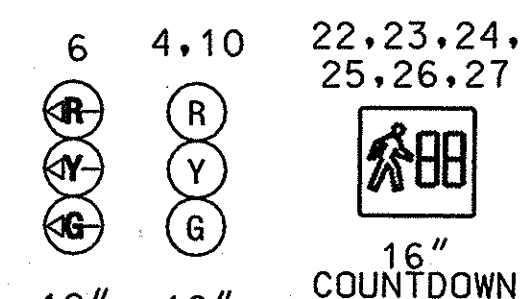


NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

# PROPOSED LED MODULES



# PROPOSED LED SIGNALS



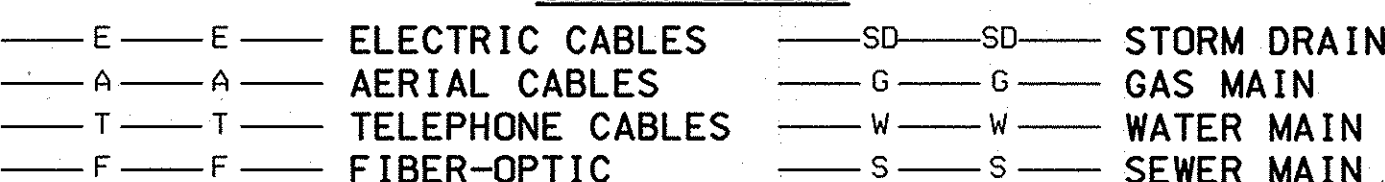
# MD 4 (PENNSYLVANIA AVE.) WBR

# MD 4 (PENNSYLVANIA AVE.) EBR

# CONSTRUCTION DETAILS:

- INSTALL 10 FT. BREAKAWAY PEDESTAL POLE (CUT TO 5 FT.), FOUNDATION, ACCESSIBLE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS PENNSYLVANIA AVE." CUT, CLEAN, CAP, AND GALVANIZE PEDESTAL POLE. (NOTE: 1-3 IN. PVC 90 DEGREE BEND)
- INSTALL 10 FT. BREAKAWAY PEDESTAL POLE (CUT TO 5 FT.), FOUNDATION, ACCESSIBLE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS FORESTVILLE RD." CUT, CLEAN, CAP, AND GALVANIZE PEDESTAL POLE. (NOTE: 1-3 IN. PVC 90 DEGREE BEND)
- INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD.
- REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSHBUTTON AND SIGN. INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD.
- REMOVE EXISTING PEDESTRIAN SIGNAL HEADS. INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEADS.
- RELOCATE EXISTING OVERHEAD SIGN.
- INSTALL LED SIGNAL HEAD MODULES.
- RELOCATE EXISTING SIGNAL HEAD. INSTALL 12 IN. LED SIGNAL HEAD MODULES.
- INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED). CONTRACTOR SHALL REPLACE CONCRETE WHERE REMOVED.
- USE EXISTING HANDHOLE.
- USE EXISTING CONDUIT.
- USE EXISTING BASE MOUNTED CABINET AND CONTROLLER.
- REMOVE EXISTING SIDEWALK RAMP AND CONSTRUCT MDSHA STD. 655.12 SIDEWALK RAMP (5 FT. x 5 FT. LANDING, 8 FT. SIDE FLARES), WITH DETECTABLE WARNING SURFACE MDSHA STD. 655.40.
- REMOVE EXISTING SIDEWALK RAMP AND CONSTRUCT NEW SIDEWALK RAMP AS SHOWN ON PLAN SHEET WITH 24 IN. DETECTABLE WARNING SURFACE (MDSHA STD. 655.40).
- INSTALL 12 IN. HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING IN EXISTING LOCATION.
- INSTALL 12 IN. LED TRAFFIC SIGNAL HEAD.
- INSTALL 14 FT. BREAKAWAY PEDESTAL POLE, FOUNDATION, AND 12 IN. LED TRAFFIC SIGNAL HEAD. (NOTE: 1-3 IN. PVC 90 DEGREE BEND)
- INSTALL 24 IN. HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE IN EXISTING LOCATION.
- INSTALL GROUND MOUNTED SIGN.
- ABANDON EXISTING LOOP DETECTOR.
- INSTALL VIDEO DETECTION CAMERA ON EXISTING MAST ARM.

# UTILITY LEGEND



RJM ENGINEERING, INC.  
CONSULTING ENGINEERS  
COLUMBIA, MARYLAND

# GENERAL NOTES:

- MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MDSHA STANDARD TYPICALS FOR TRAFFIC CONTROL.
- THE CONTRACTOR SHALL VERIFY ALL RAMP AND PUSHBUTTON LOCATIONS PRIOR TO INSTALLATION.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING AND THE INSTALLATION OF A WIRE CENTRAL CONTROL UNIT.
- THE CONTRACTOR IS TO REMOVE AND REPLACE THE CONCRETE SIDEWALK AT THE NEAREST JOINT.
- THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- ALL SIGNAL POLE FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
- IF THE LOCATION OF THE ACCESSIBLE PEDESTRIAN SIGNAL (APS) PUSHBUTTONS MUST BE CHANGED, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER TO OBTAIN APPROVAL FOR THE NEW LOCATION TO ENSURE MUTCD SEC 4E.09 AND FIG. 4E-2 REQUIREMENTS ARE MET. ALL WORK MUST BE HALTED UNTIL THE PROJECT ENGINEER HAS OBTAINED AN APPROVED LOCATION OR IF NECESSARY A DESIGN WAIVER IS OBTAINED.
- THE 10 FT. SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.

# GENERAL NOTES: (CONT.)

- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEEL CHAIR FROM A 60" x 60" LEVEL LANDING AREA. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
- THE CONTRACTOR SHALL INSTALL SIDEWALK WITH A DEPTH OF 5 IN. THE 4 IN. CONCRETE SIDEWALK QUANTITY HAS BEEN INCREASED BY A FACTOR OF 1.25 TO ACCOUNT FOR THE ADDED DEPTH.
- THE CONTRACTOR SHALL INSTALL ALL CONDUIT PRIOR TO NEW SIDEWALK AND RAMP CONSTRUCTION.
- THE CONTRACTOR SHALL INTEGRATE PROPOSED/EXISTING CONCRETE FOUNDATIONS WITH NEW CURB/SIDEWALK RAMP WHERE NECESSARY.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- PUSHBUTTONS ARE TO BE LOCATED SO THAT A PERSON IN A WHEELCHAIR LOCATED ON THE LEVEL LANDING AREA DOES NOT HAVE TO REACH MORE THAN 18 IN.

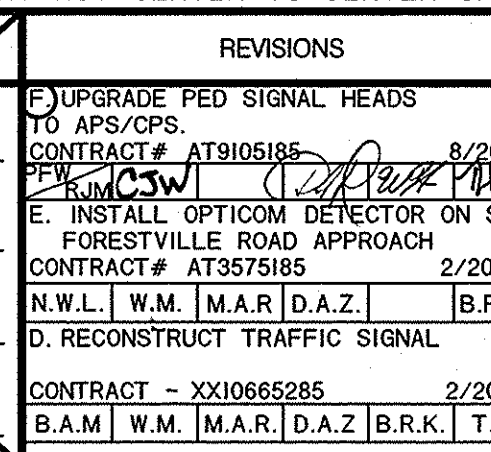
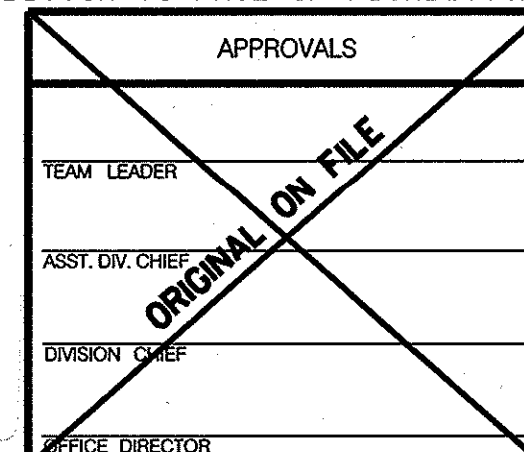
STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF TRAFFIC & SAFETY  
TRAFFIC ENGINEERING DESIGN DIVISION  
MD 4 (PENNSYLVANIA AVE.) AT FORESTVILLE ROAD

# TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20' DATE 12/15/72 CONTRACT NO. P-333-1-385  
DESIGNED BY M.LINARDI COUNTY PRINCE GEORGES  
DRAWN BY M.L. LOGMILE 16000409.83  
CHECKED BY TIMS NO. 1172  
FAP NO. TOD NO.  
TS NO. 4F DRAWING SG-01 OF 01 SHEET NO. 1 OF 2

BY: \$USER\$

TOD NO:AT910-22  
SHA NO:PGS73A57/C57  
MD 4@FORESTVILLE RD



PLOTTED: \$DATETIMES\$ FILE: \$FILES\$